Exhibit No. 2-S

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Operations/Human Performance Group Chairmen US Airways Ground School Ditching Module

(23 Pages)

Attachment 18

to Operations / Human Performance Group Factual Report

DCA09MA026

US AIRWAYS GROUND SCHOOL DITCHING MODULE















Ditching Procedure

A319/320/321

Quick Reference Handbook

Evacuation	35
Captain:	
[RH dome light is available]	
1. PARKING BRAKE	0
2. ENG MASTER 1 and 2	OFF
3. Evacuation Command	Initiate
Captain Evacuation Checklist complete.	
First Officer:	
[RH dome light is available]	
1. ATC (VHF-1)	Notif
2. If MAN CAB PR is in use:	
a.MAN V/S CTL	Full UF
After ENG MASTERS OFF:	
3. FIRE pbs (ENG and APU)	
4. AGENTs (ENG and APU) (if required)	DISCH
First Officer Evacuation Checklist complete.	
ECAM Exceptions	QRH Page
AVIONICS SMOKE	i

SMOKE (FWD or AFT) CARGO SMOKE (On Ground Only)

BRAKES HOT (On Ground Only) ENG DUAL FAILURE...... FUEL (L or R) WING TANK LO LVL NAV ADR (1+2 or 2+3 or 1+3) FAULT .

A319/320/321 QRH

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A319/320/321 QRH	28 MAR 07	
	in the second	dex -

Ditching
[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG DUAL FAILURE" procedure page 27.
PREPARATION
1. ATC/TRANSPONDERNotify/As Required
[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code AT700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz].
Cabin and CockpitPrepare
notify cabin crew
loose equipment secured
survival equipment prepared
belts and shoulder harness locked
3. GPWS SYSOFF
4. GPWS TERR
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]
5. CABIN SIGNSON
6. EMER EXIT LTON
7. → If Commercial pb is installed:
or a. COMMERCIAL pbOFF
ل →If Commercial pb is <u>not</u> installed:
a. GALY & CABOFF
8. LDG ELEVSelect 0
9. BAROSet
When below 10000':
10. CREW OXYGEN MASKS
11. OXYGEN CREW SUPPLYOFF
Note: Omit normal Descent-Approach and Landing Checklist. APPROACH
12. L/G LeverUP
13. SLATS and FLAPS
At 2000' AGL:
14. CAB PRESS MODE SEL Check AUTO
[Outflow valve would remain open if MODE SEL were not in AUTO.]
15. BLEEDs (ENGs and APU)OFF
16. DITCHING pbON
Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.
Cont'd

28 MAR 07

A319/320/321 QRH

At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (aft above the waterline for more than 7 min.	door) remains

24. Ditching Checklist complete.

90

28 MAR 07 A319/320/321 QRH



Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "EN

PRI

1. ATC/TRANSPONDER.....

[Notify ATC of the nature of contact with air traffic contro message on one of the follo installed) 2182 KHz or 8364 K ATC/TRANSPONDER.

[Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.]

2. Cabin and CockpitPrepare

- notify cabin crew
- · loose equipment secured
- · survival equipment prepared

	 belts and shoulder harness locked
OFF	3. GPWS SYS
OFF	4. GPWS TERR
ngs.]	[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]
ON	5. CABIN SIGNS
ON	6. EMER EXIT LT
	7. ► If Commercial pb is installed:
OFF	or a. COMMERCIAL pb
	Ы If Commercial pb is <u>not</u> installed:
OFF	a. GALY & CAB
Select 0	8. LDG ELEV
Set	9. BARO
	When below 10000':
OFF	10. CREW OXYGEN MASKS
OFF	11 OXYGEN CREW SUPPLY

Note: Omit normal Descent-Approach and Landing Checklist.





.Notify/As Required



Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG

2. Cabin and CockpitPrepare

1. ATC/TRANSPONDER......Notify/As Required [Notify ATC of the nature of the emergency and state intentions. If not in contact with air traffic control, switch to code A7700 or transmit a distress message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.1

- 2. Cabin and CockpitPrepare
 - · notify cabin crew
 - · loose equipment secured
 - · survival equipment prepared
 - · belts and shoulder harness locked

3. GPWS SYS	OFF
4. GPWS TERR	OFF
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]	
5. CABIN SIGNS	ON
6. EMER EXIT LT	ON
7. → If Commercial pb is installed:	
or a. COMMERCIAL pb	OFF
└ If Commercial pb is <u>not</u> installed:	
a. GALY & CAB	OFF
8. LDG ELEV	Select 0
9. BARO	Set
When below 10000':	
10. CREW OXYGEN MASKS	OFF
11. OXYGEN CREW SUPPLY	OFF







Ditching	
[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" PRE 1. ATC/TRANSPONDER	'S and TERR ph's avoids nuisance warnings.] TERR SYS GIS MODE FLAP MODE FAULT OFF
Note: Omit normal Descent-Approach and Landing Checklist.	



OFF

OFF



Di	tching
[Condition: This procedure applies wh	nen engines are running. If engines are not
running, refer to the "ENG	5. CABIN SIGNS
PRE	6. EMER EXIT LT
1. ATC/TRANSPONDER	
contact with air traffic control,	e emergency and state intentions. If not in switch to code A7700 or transmit a distress ng frequencies, (VHF) 121.5 MHz, or (HF if z.]
2. Cabin and Cockpit	Prepare
 notify cabin crew 	
 loose equipment secured 	
 survival equipment prepared 	
 belts and shoulder harness local 	cked
	OFF
	OFF
	'R pb's avoids nuisance warnings.]
	ON
	ON
7. f Commercial pb is installed: or a. COMMERCIAL pb	OFF
► If Commercial pb is not installed	
• —	u. OFF
	Select 0
9. BARO	Set
When below 10000':	
10. CREW OXYGEN MASKS	OFF
11. OXYGEN CREW SUPPLY	OFF





Ditching

[Condition: This procedure applies when engines are running. If engines are not

running, refer to the "ENG

PRF

7. ► If Commercial pb is installed:

or a. COMMERCIAL pb OFF

UIf Commercial pb is <u>not</u> installed:

a. GALY & CAB

OFF

· notify cabin crew

1. ATC/TRANSPONDER.....

[Notify ATC of the nature of to contact with air traffic control.

message on one of the follow installed) 2182 KHz or 8364 KH

- loose equipment secured
- · survival equipment prepared
- · belts and shoulder harness locked

3. GPWS SYS OFF
4. GPWS TERROFF
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]

6. EMER EXIT LT	ON
7. →If Commercial pb is installed:	
7. → If Commercial pb is installed: or a. COMMERCIAL pb	OFF

a. GALY & CAB......OFF

└If Commercial pb is <u>not</u> installed:

	8. LDG ELEV	Select 0
	9. BARO	Set
١	When below 10000':	
	10 CDEW OVVCEN MASKS	OFF

11. OXYGEN CREW SUPPLY OFF

Note: Omit normal Descent-Approach and Landing Checklist.

A319/320



A321





Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" OFFICE CONTROLLED OFFICE CONTROLLED OFFICE CONTROLLED OFFICE CONTROLLED OFFICE CONTROLLED OFFICE CONTROLLED OFFI

8. LDG ELEV

Select 0

PREPARATION

- 2. Cabin and CockpitPrepare
 - · notify cabin crew
 - · loose equipment secured
 - survival equipment prepared

survival equipment prepared
 belts and shoulder harness locked
3. GPWS SYS OFF
4. GPWS TERROFF
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]
5. CABIN SIGNSON
6. EMER EXIT LTON
7. ▶ If Commercial pb is installed:
or a COMMERCIAL pb OFF
Ы If Commercial pb is <u>not</u> installed:
a. GALY & CABOFF

8. LDG ELEV	Select 0
9. BARO	Set

When below 10000':

10.	CREW OXYGEN MASKS	OFF
11.	OXYGEN CREW SUPPLY	OFF







Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG" | DADO

9. BARO

PREFARATION

- 2. Cabin and CockpitPrepare
 - · notify cabin crew
 - · loose equipment secured
 - · survival equipment prepared
 - · belts and shoulder harness locked

- belts and shoulder harness locked	
3. GPWS SYS	OFF
4. GPWS TERR	OFF
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]	
5. CABIN SIGNS	ON
6. EMER EXIT LT	ON
7. Plf Commercial pb is installed: or a. COMMERCIAL pb	
or a. COMMERCIAL pb	OFF

♦If Commercial pb is <u>not</u> installed:

a. GALY & CAB OFF

8. LDG ELEV Select 0
9. BARO Set

When below 10000':

10. CREW OXYGEN MASKS...... OFF
11. OXYGEN CREW SUPPLY...... OFF







Ditching

[Condition: This procedure applies when engines are running. If engines are not running, refer to the "ENG When below 10000':

10. CREW OXYGEN MASKS.....

1. ATC/TRANSPONDER..... [Notify ATC of the nature of tune of t

contact with air traffic control.

message on one of the following frequencies, (VHF) 121.5 MHz, or (HF if installed) 2182 KHz or 8364 KHz.1

- - · notify cabin crew

When below 10000':

- · loose equipment secured
- · survival equipment prepared
- · belts and shoulder harness locked

3. GPWS SYS 4. GPWS TERR	
[Pressing OFF the SYS and TERR pb's avoids nuisance warnings.]	
5. CABIN SIGNS	ON
6. EMER EXIT LT	ON
7. → If Commercial pb is installed:	
or a. COMMERCIAL pb	OFF
If Commercial pb is not installed:	
a. GALY & CAB	OFF
8. LDG ELEV	Select 0
9. BARO	Set

10. CREW OXYGEN MASKS...... OFF 11. OXYGEN CREW SUPPLY OFF











APPROACH

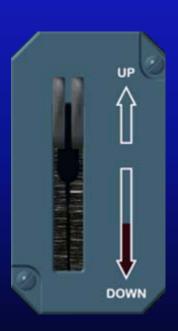
12. L/G Lever......UP

[Outflow valve would remain open if MODE SEL were not in AUTO.] 15. BLEEDs (ENGs and APU).......OFF 16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



	At 500° AGL:	
	17. Brace Signal	Command
	At Touchdown:	
	18. ENG MASTERS 1 and 2 Confirm	OFF
	19. APU MASTER SW	OFF
	After Ditching:	
	20. ATC (VHF 1)	Notify
	21. FIRE pbs (ENGs and APU) Confirm	PUSH
	22. AGENTS (ENGs and APU)	DISCH
	23. Evacuation	Initiate
	Note: After impact, the lowest point of the passenger exits (aft doc above the waterline for more than 7 min.	r) remains
	24. Ditching Checklist complete.	
9.	BARO	Set
۷h	nen below 10000':	
10.	CREW OXYGEN MASKS	OFF
1.	OXYGEN CREW SUPPLY	OFF
	Note: Omit normal Descent-Approach and Landing Checklist.	





APPROACH

12 L/G Lever

Max Available

14. CAB PRESS MODE SEL

[Outflow valve would remain open if MODE SEL were not in AUTO.]

- 15. BLEEDs (ENGs and APU).......OFF
- 16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

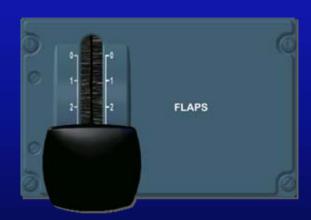


At 500' AGL:

At Touchdown: 18. ENG MASTERS 1 and 2 OFF 19. APU MASTER SW......OFF After Ditchina:

Note: After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.





АР	PROACH	
12. L/G Lever		
13. SLATS and FLAPS	A + 00001 A CL +	
At 2000' AGL:	At 2000' AGL:	
14. CAB PRESS MODE SEL	44 040 00000 44000 001	
[Outflow valve would remain ope	14. CAB PRESS MODE SEL	Check AUTO
15. BLEEDs (ENGs and APU) 16. DITCHING pb	Outflow valve would r	remain open if MODE SEL were not in AUTO.]
10. БПОППАВ рв	[Outilow valve would i	emain open in wood SEE were not in AOTO.

Note: If strong winds, ditch into the parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (aft above the waterline for more than 7 min.	door) remains
24. Ditching Checklist complete.	





APPROACH		
12. L/G Lever	UP	
13. SLATS and FLAPS		
At 2000' AGL:	15. BLEEDs (ENGs and APL	
[Outflow valve would remain ope	en if MODE SEL were not in AUTO.1	

15. BLEEDs (ENGs and APU).......Of

16. DITCHING pb.....ON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits above the waterline for more than 7 min.	(aft door) remains
24. Ditching Checklist complete.	





15. BLEEDs (ENGs and APU)

16. DITCHING pb

Ditching - Approach Phase

AF	PROACH	
12. L/G Lever	UP	
13. SLATS and FLAPS	40 BITOUINIO	
At 2000' AGL:	16. DITCHING pb	
14. CAB PRESS MODE SEL		
[Outflow valve would remain op	en if MODE SEL were not in AUTO.]	

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Cont'd

At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	DISCH
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (a above the waterline for more than 7 min.	ift door) remains
24. Ditching Checklist complete.	







APPROACH

12. L/G Lever.....Ul

- 14. CAB PRESS MODE SEL Outflow valve would remain ope
- 15. BLEEDs (ENGs and APU).....
- 16. DITCHING pb

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	DISCH
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (aft door) above the waterline for more than 7 min.	remains
24. Ditching Checklist complete.	





APPROACH 12. L/G Lever......UP 13. SLATS and FLAPS

At 2000' AGL:

14. CAB PRESS MODE SEL

[Outflow valve would remain ope

At 500' AGL:

17. Brace Signal..... .Command

15. BLEEDs (ENGs and APU)......OFF

16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (aft do above the waterline for more than 7 min.	oor) remains
24. Ditching Checklist complete.	





APPROACH

12. L/G Lever......UP

13. SLATS and FLAPS......

At 2000' AGL:

- 14. CAB PRESS MODE SEL
 - [Outflow valve would remain ope
- 15. BLEEDs (ENGs and APU).....

At Touchdown:

- 18. ENG MASTERS 1 and 2..... Confirm OFF
- 19. APU MASTER SW......OFF
- 16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:

17. Brace Signal		Command
At Touchdown:		
18. ENG MASTERS 1 and 2	Confirm	OFF
19. APU MASTER SW		OFF

After Ditching:

- 20. ATC (VHF 1)
 Notify

 21. FIRE pbs (ENGs and APU)
 Confirm
 PUSH

 22. AGENTS (ENGs and APU)
 DISCH
- 24. Ditching Checklist complete.







15. BLEEDs (ENGs and APU)......OFF

Cont'd

At 500' AGL:	
17. Brace Signal	Command
At Touchdown:	
18. ENG MASTERS 1 and 2 Confirm	OFF
19. APU MASTER SW	OFF
After Ditching:	
20. ATC (VHF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSH
22. AGENTS (ENGs and APU)	DISCH
23. Evacuation	Initiate
Note: After impact, the lowest point of the passenger exits (aft deabove the waterline for more than 7 min.	oor) remains
24. Ditching Checklist complete.	





APPROACH

12. L/G Lever.....UP

22. AGENTS (ENGs and APU).......DISCH

[Outflow valve would remain open if MODE SEL were not in AUTO.]

15. BLEEDs (ENGs and APU)......OFF

16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



At 500' AGL:

After Ditching:

20 ATC (\/HF 1)	Notify
21. FIRE pbs (ENGs and APU) Confirm	PUSĤ
22. AGENTS (ENGs and APU)	DISCH
23. Evacuation	Initiate

Note: After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.

14. CAB PRESS MODE SEL





APPROACH

12. L/G Lever......UP

13. SLATS and FLAPS

At 2000' AGL:

23. Evacuation

Note: After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

[Outflow valve would remain ope

14. CAB PRESS MODE SEL

16. DITCHING pbON

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.



^	4	_	n	n	,	Λ	G	
A	L	อ	u	u		н	G	L.

At Touchdown:

18. ENG MASTERS 1 and 2......OFF 19. APU MASTER SW......OFF

After Ditchina:

22. AGENTS (ENGs and APU)

23. Evacuation ______Initiate

Note: After impact, the lowest point of the passenger exits (aft door) remains

above the waterline for more than 7 min.

24. Ditching Checklist complete.







APPROACH

12.	. L/G Lever	UF
13.	. SLATS and FLAPS	Max Available
Αt	2000' AGL:	
14.	. CAB PRESS MODE SEL	Check AUTO
	[Outflow valve would remain open if MODE SEL were not in AUT	ГО.]
15.	BLEEDs (ENGs and APU)	OFF

Note: If strong winds, ditch into the wind. In the absence of strong winds ditch parallel to the swells. Touchdown with approximately 11° of pitch and minimum vertical speed.

16. DITCHING pbON



At 500' AGL:

Note: After impact, the lowest point of the passenger exits (aft door) remains above the waterline for more than 7 min.

24. Ditching Checklist complete.